

Approved For Release 2002/11/15 : CIA-RDP89B00980R000300040029-7										
Lockheed Aircraft Corp.	<div style="display: flex; justify-content: space-between;"> <div> ENGINEERING STUDY <input type="checkbox"/> CHANGE PROPOSAL <input checked="" type="checkbox"/> </div> <div style="font-size: 2em; font-weight: bold;">LAC -55</div> </div>									
DATE 17 November 1959 *	AFFECTS: WSPO <input checked="" type="checkbox"/> PROJECT <input checked="" type="checkbox"/>									
NAME OF MAJOR COMPONENT Airplane	PART OR LOWEST SUBASSEMBLY	PART NO. & MODEL OR TYPE								
TITLE OF PROPOSAL : Structural Modifications - IRAN										
NATURE OF PROPOSAL : <p style="text-align: center;">See Page 2.</p> <p style="text-align: center;">* Reissue to add Project</p>										
REASON FOR PROPOSAL : <p style="text-align: center;">See Page 2.</p>										
ES	ESTIMATED COST AND TIME INVOLVED : -- ADDITIONAL FUNDING REQUIRED : --									
CP	ESTIMATED COST FOR KITS OR PARTS : \$73.00 per kit. ADDITIONAL FUNDING REQUIRED : None (SP-1917)									
ITEMS AFFECTED BY PROPOSAL :										
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTENANCE PROCEDURE	SERVICE LIFE	FLIGHT MANUAL	MAINTENANCE MANUAL
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD --										
SOURCE OF PARTS FOR KIT LAC						AVAILABILITY WSP To meet IRAN schedule.				
DISPOSITION OF SPARES AFFECTED NONE										
INITIATED BY : LAC						APPROVED : WSPO ^{SIGNED} 12/3/59 PROJECT 				

STAT

Nature of Proposal:

I. Make the following structural modifications at IRAN:

1. Reduce the height of the F-105-20 ring segment located at F.S. 510.00 at the top of the fuselage.
2. Install steel brackets on the forward side of the lower segment of the three aft main frames at the fuselage. Centerline for use as engine pry points.
3. Increase the gauge from .020 to .032 on the -3 and -4 webs of the F-29 Bulkhead (F.S. 365).
4. Replace the present metal to metal engine air seal with a synthetic rubber tube seal bearing on a fixed angle.

II. Prepare and issue appropriate service bulletins.

Note: This modification to be incorporated at IRAN.

Reason for Proposal:

(Para. numbers correspond to those in para. I above)

1. This is item b, para. 9 of the list of improvement items included in "FOG IRAN Program" dated 27 August 59. Provide additional clearance between the F.S. 510.00 ring segment and the aft engine mount to eliminate interference damage occurring during engine installation.
2. This is item b, para. 9 of the list of improvement items included in "FOG IRAN Program" dated 27 August 1959. Provide reinforcement to the existing structure at the aft main frames for use as engine pry points to eliminate damage caused by crowbars and two x fours used to assist in installing the engine.
3. This is item f, para. 9 of the list of improvement items included in "FOG IRAN Program" dated 27 August 1959. Provide beefed-up webs on the L.G. bulkhead to reduce damage caused by hard landings.
4. This is item g, para. 9 of the list of improvement items included in "FOG IRAN Program" dated 27 August 1959. Provide an engine air seal with sufficient flexibility to compensate for misalignments occurring during engine installation.